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1. All matters connected with the works termed Aktion 302 which had to be administered by the Transportation Machine Building Main Administration in Dessau were strictly confidential and, to large extent, exempted from the usual control of the Deutsche Notenbank. [redacted] Leipzig plants involved that Aktion 302 was the cover name for the new aviation industry in East Germany.

2. The heading of the letter of the Main Administration was Regierung der Demokratischen Deutschen Republik, Ministerium fuer Transportmittel - und Landmaschinenbau, HV Transportmaschinenbau, Dessau. Kuehnelt (fnu) was responsible for the commercial affairs of the Main Administration and had the rank of a state secretary, the manager of the Leipzig branch of the Deutsche Notenbank stated.

3. Enterprises exclusively working for the Transportation Machine Building Main Administration included: VEB Optima, in Leipzig; a VEB plant in Schkeuditz; and Mihoma Plant II, in Markranstaedt which latter was shifted from Mihoma control to the Main Administration.¹ The tasks of VEB Buchdruckmaschinenbau (printing machine-building plant) in Leipzig which was originally scheduled to work for the Main Administration were taken over by VEB Optima which was allocated credit amounting to 300,000 eastmarks including 100,000 eastmarks for investments, 100,000 eastmarks for overhead and 100,000 eastmarks for initial expenses.

4. [redacted] that Spott (fnu) no longer was chief superintendent of the reconstruction of the Junkers Werke and again worked at his old office. His successor was Tops (fnu), formerly employee of the aircraft plant, Arado.

5. [redacted] except for a shed built for Junkers at the Reichsbahn-Ausbesserungswerk Dessau-Sued, the construction of Junkers sheds on the southern section of the area made no progress owing to lack of designs and cranes.

6. [redacted] Spott had been transferred to Schkeuditz and that the designs for the reconstruction of the Junkers Werke had been modified. He said that this was the reason for the slow construction of the sheds.

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- 2 -

7. The building management of the Transportation Machine Building Main Administration of the Ministry of Transportation and Agricultural Machine Construction, which was responsible for the reconstruction of the Junkers Werke, had its offices in a building of the former Sanar und Waermegeraete Werke at 103 Junkersstrasse in Dessau and was headed by Tops (fnu). Werner Sasse was in charge of the technical equipment and allegedly the prospective production manager of the Junkers Werke.
8. The building management of the Junkers Werke, headed by Spott, was located in the former testing station of the Junkers Werke at 112 Junkersstrasse in Dessau. Bau-Union Leipzig, using 400 workers, was erecting a cantonment which was scheduled to house 1,000 workmen and was located across from the Junkers tall building. It was planned to build another cantonment for 2,000 workmen on Schwarzer Weg. The Gross-Kuehnau airfield belonging to the Junkers Werke was being cleared, and splinter-proof shelters were under construction. The Dessau-Alten road passing by the Junkers area has been blocked to all civilian vehicle traffic since March 1953.
9. The construction work at Dessau airfield was in progress. A total of 10 hangars probably scheduled to house offices had been completed on the right side of the Dessau-Klein Kuehnau road about 100 meters behind the tall building. The glazier work of the tall building had been completed while the right wing of this building, which was located on the road and was damaged most, was under reconstruction. A permanent shed had been completed on the footpath which connected the Dessau-Koethen railroad line with Kuehnauer Landstrasse.
10. The construction management was quartered in the Sanar-Geraetewerk on the Dessau-Alten road about 200 meters from the former headquarters of the Soviet Air Force. [redacted] newly erected sheds of the Abus firm and the railroad car producing factory were requisitioned.
11. Meister (fnu), formerly head of the Scientific Construction, Technological Cooperation Department of the Ministry for heavy machine construction, was scheduled to take over the new Main Administration in Dessau which was subordinate to Minister Bernd Weinberger and was engaged in aviation engineering. All employees of the Dessau Main Administration had to agree not to enter the western sectors of Berlin. Special SSD regulations were given for duty travels to East Berlin.
12. The plans for the reconstruction of the Magdeburg Junkers Werk were suspended and the clearing of the area which had been rushed for weeks was completely stopped. Greiner (fnu), chief superintendent for the clearing-up work in the Junkers area in Magdeburg, who had been transferred from the reconstruction of the Heidefeld Arado Werk, was again transferred to Dessau.
13. [redacted] Comments: The VEB Minoma (Mitteldeutscher Holzverarbeitungs- und Maschinenbau) (former Kirschner & Co.) (central German wood working machine building factory) in Leipzig had been a branch plant of VVB LBH and now is subordinate to the Light Machine Building Main Administration.
14. [redacted] Comments: Bernd Weinberger was transferred from his position as Minister of Transportation and Agricultural Machine Construction back to the Office of Reparations about 30 July 1953.

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